

T206H – N323CP

8/17/2014

UTWG Crews:

The new T206H NAVIII is now ready for use within the Wing.

W&B is also on the Wing Web Site for review. A POH/PIM for the T206 NAVIII GFC 700 is also on the Wing Web Site for use in accomplishing a required Questionnaire.

The Non-Reimbursed WET rate ("C" and "B" missions) is \$100.00/Hobbs Hour. An updated UTWG Supplement to the CAPR66-1 outlining this rate will be published soon.

At this time, there are no monies for transition training. We are nearing the end of our fiscal year with the USAF and all funds are tight. Additionally it is also necessary that an abbreviated CAPF5's for currently qualified CAPF5 pilots be self funded. We need to reserve the CAPF5/91 mission funds for those that are expiring this month to insure we keep our numbers of qualified CAPF5/91 pilots up. I understand this is a burden to your wallet, but doing otherwise would not be prudent or give equal access to funds you had when your CAPF5/91's were due. A well prepared candidate should be able to accomplish an abbreviated CAPF5 for the add-on under 1 hour.

A mid-cycle oil change also needs to occur this week per the factory. We will attempt to accomplish this ASAP.

Please let me know if you have any questions. Fly Safe,

JASON R. HESS, Maj, CAP
UTWG/DO

Prior post -

UTWG receives a new T206!

Sun Aug 3, 2014

UTWG crews:

I am excited to announce that parked in the UTWG HQ hangar is a NEW Turbo G1000 206!

That said, there are a few house keeping items that need to happen before we can place it in full operational use.

The Ops staff will work hard to get these items done ASAP so that transitions can begin to take place.

I will advise when we are able to free up the plane for use, in the meantime, start talking to Lt Col Woodward and/or Maj Rogers as to an individual transition plan for you.

For those not currently G1000 qualified, suggest you get that out of the way in one of the C182 NAVIII aircraft to allow the limited number of 206 qualified check pilots the ability to focus on transitions in the 206 for currently qualified G1000 pilots.

Please let me know if you have any questions at this point.

JASON R. HESS, MAJ, CAP
UTWG/DO